

Richmond Times-Dispatch

THE TIMES
EST. 1883
Entered January 27, 1905, at the Post-Office at
Richmond, Va., as second-class matter.

PUBLISHED every day in the year at 10 South
Main Street, Richmond, Va., by The Times-
Dispatch Publishing Co., Inc.

ADDRESS ALL COMMUNI-
CATIONS TO THE TIMES-
DISPATCH AND NOT TO
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TELEPHONE: Randolph
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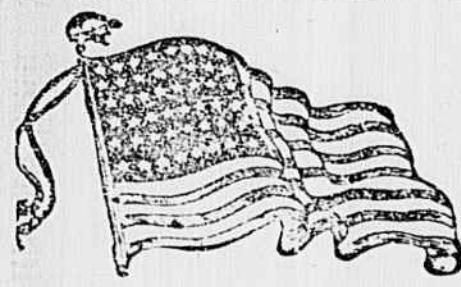
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WEDNESDAY, JUNE 1, 1921.



Tulsa's Race Battle

TULSA'S race war, horrible as it is in all its brutal details and its staggering toll of dead and injured, is symptomatic of nothing. In its effects it may be dismissed as only a sporadic outbreak of racial feeling in a city that normally is orderly, peaceful and law-abiding. It proves nothing beyond the fact that a vicious man or a group of thoughtless men, be they white or black, can in a moment of incendiary frenzy turn two ordinarily friendly races into unresonating enemies, animated only by the insane desire to kill and convert a peaceful city into a burning slaughterhouse. Its far-reaching torn to shreds.

That is one and perhaps the only lesson of the Tulsa battle. It was the lesson of the St. Louis, the Chicago and the Washington riots, but the people are slow to learn. This latest and bloodiest clash of the races was the outgrowth of the old, old crime for which the writer has deemed death to its perpetrator, and the unwritten law has dictated summary punishment when its perpetrator is a negro. But here the real crime, if not the correct one, seems to have been deeper rooted. There was no talk of lynching by the whites, but vicious negroes stirred by the teachings of white agitators and professional trouble makers, attempted a jail delivery. The police were lax, shots were fired and the deadly battle was on.

So long as the two races live side by side in this country it is probable that there will be such sporadic outbreaks, one race as guilty as the other, for the racial feeling is ingrained by nature never to be entirely eradicated. The danger always is there, and too often the foot is found ready to set in motion. But the racial antagonism, as distinguished from racial differences, it is good to believe is yielding gradually under the same leadership of broad-thinking colored men, and the broader understanding of the negro on the part of the whites. Richmond is a striking example of how the two races can live in amity and concord through mutual understanding. Such an outbreak as that at Tulsa could hardly have occurred here. That was satisfactorily demonstrated here not many weeks ago when, following an unspeakable crime, the negroes joined with whites in honest efforts to bring the criminals to justice. And Richmond has perhaps six negroes to Tulsa's one.

Only in the growth of such an understanding and sympathy as exist between the races here will the future be freed from deplorable recurrences of open racial antagonism. In the meantime, a vigorous enforcement of the law, with its severest penalties for all inciting or participating in racial disturbances, its hand equally heavy on both white and black, should prove salutary in preserving the peace.

Harding's Bold Course

DISREGARDING for the instant the possible effect on the transportation problem of President Harding's bold course in going direct to the Interstate Commerce Commission and rather more than intimating his conviction that traffic rates should be lowered—taking a step further than the one for which Woodrow Wilson was so bitterly assailed as having overstepped his presidential prerogatives—it may be taken for granted that his courageous action in cutting red tape and plunging into the matter at hand without fear of adverse comment, is certain to be salutary. It gives the public a new trust in the man, a fresh light on his character, a confidence that after all he is the unbosomed President of the whole people, anxious only to get at the heart of the nation's ills as speedily as possible that the proper remedies may be applied. In this demonstration of real leadership he has done much to assuage the restless testing of the public and there can be no question that his direct American method will bear fruit for its good.

President Harding feels strongly that with \$460,669,600 lopped off the annual pay roll of the railroads—this cut on labor being based on the reduced cost of living—the roads should in fairness to labor and the people generally as well as a matter of good business principle, reduce their rates

in proportion. With this view a vast majority of the people agree, although admittedly it is rather an impression that a reduction should be made than a conviction based on accurate knowledge of all the facts involved.

The railroads will demur. They will argue that even with the cut in wages, which was far less drastic than they had asked and expected, even the maintenance of present rates will scarcely enable them to survive. There is much to be said in support of their contention, but it is a question if the lower rates with the increased business they would bring would not be far more profitable than the present high and all but prohibitive rates that are killing the nation's business, retarding reconstruction, and keeping thousands of freight cars standing idle on the sidings. There is no getting away from the fact that present high tariffs are the greatest obstacle to a national business revival, and the public has made up its mind that they must come down. To this end the President's course will be approved and he will have cordial support in his effort to start America's industrial wheels revolving at full speed ahead.

Curb the Rent Evil

RICHMOND'S gouging landlords deserve no credit for the impetus they involuntarily are giving to Richmond's home-building boom. Nor will any memory that these short-sighted profiteers have contributed thus to a revitalizing of the local construction industry soften the public's regard for them when at last it is found that through their present greediness they have cut their own business throats by forcing the supply of homes up to the point where the public can snap its fingers at their inordinate demands for rent, and still more rent.

It is unquestionably true that the selfish, un-American demands of certain local landlords are contributing to the determination of hundreds of Richmond citizens to build their own homes as quickly as possible, and be no longer sufferers under the thumb-screw of the extortions. With reasonable rents and conditions still unsettled—although growing better daily—requests for permits to build would not now be pouring in upon the city in unprecedented volume. To that extent the rent highwaymen are doing the city and the individual home-builders a real service. A service to the city in that the building campaign will give employment at good wages to hundreds of workmen and every hue of business will respond to the stimulus; to the individual citizen in that a wavering wish to build some day is through necessity for self-protection crystallized into an unalterable determination.

But what of the hundreds of Richmond citizens who cannot build, who perhaps for years to come must continue to rent? Richmond is five years behind in its building program. It will be that many years at least before it can catch up and have a supply of homes sufficient to meet the demand and keep rents at a normal level.

Shall these unfortunate renters be robbed and left helpless as an alternative to being thrown out on the streets with their families and their furniture? If an aroused and dignified public sentiment will not serve to curb the profiteers, if they are not amenable to a sense of shame, then other means must be found. Means have been found in other cities and States, and here, too, a practicable remedy will be forthcoming if the necessity shall extend that far. The Times-Dispatch for years has urged that the one "moving day" for Richmond be abandoned, and that lease expirations be scattered throughout the year. This would relieve the situation by making impossible the September 1 concession, but it would not entirely remedy it. Before the General Assembly convenes, it may be that conditions will have changed so as not to warrant action, but if they have not, then law should be passed that will make impossible in the future such flagrant abuses by landlords in relation to their tenants as Richmond is now witnessing.

The Trend Is Downward

IN so far as the seamen's strike affected the vessels operated by the United States Shipping Board, it has virtually reached a settlement. The agreement arrived at some days ago between the board and the marine engineers was submitted to the local unions in a referendum, and word has been received that the vote resulted overwhelmingly in favor of acceptance of the proposals, only one large union, and that in New York, voting for rejection. The chief difficulty in bringing the strike to an end has been with the marine engineers, but, with these reconciled to the cut in wages, under the unemployment situation the ordinary seaman had no hope of winning the strike. The Shipping Board has never doubted that it could hit the positions abandoned by them.

The marine engineers have shown good judgment in accepting the wage reduction, as the process of adjustment to a lower level of wages is general in all industries throughout the country. The lowered cost of living and the necessity for a revival of business and industrial activity, if the country is to return to normal prosperity, is an argument whose force is bound to carry weight with all wage-earners who are capable of indulging in logical thought, and the duty of responding to inexorable economic law constrains to equality of sacrifice for the promotion of the common good. No doubt a settlement along similar lines will soon be agreed upon between the unions and private shipowners, thus enabling the entire American merchant marine to resume activities in the competition for its just share of the water-borne traffic of the world.

Secretary of Labor Davis has labored hard to bring about the present settlement, and it can but be a source of gratification to him that he has been so effective a conciliator in a controversy that produced grave concern as to the immediate future of our carrying trade at a time when it behooved us to lose no ground in the competition with other maritime nations.

A tender-hearted woman up North has provided a \$3,000 trust fund to keep her dog in luxury, and yet there are people who deride "a dog's life."

If they did no other good, the Edison questions came along in good time to sidetrack Einstein's relativity stuff.

SEEN ON THE SIDE BY HENRY EDWARD WARNER

The Pest.

There is a bug that scientists have honored with distinguished care—it's in the statue, in the house, and in the food and everywhere. And what its designation is I do not care, enough that I shall keep my swatter handy and With earnest vigor swat the fly.

They tell us how he breeds disease, And in long Latin terms portray The havoc he works with us From hour to hour, from day to day. I do not know the Latin terms, Nor do I care, so long as I Have energy to stretch my arm And vigorously swat the fly.

In Laboratories, scientists

Dissect the creature, lay him bare, And tell us in elongate phrase Precisely what they cornered there. I do not know—tis not for me To know; my mission is to try My doggedly darndest hardest with The swatting stick, to swat the fly!

Health Talks by Dr. Copeland

went down in defeat in each instance, is it not just a bit presumptuous for Mr. Bryan to set up again as the counsellor of the Democratic organization?"

Here is a pleasing little story that comes from the Urbanna Sentinel: "Farmers are undoubtedly in hard luck in not being able to market their crops, but if all would look at the situation in the happy frame of mind as a King & Queen friend does, some of the sting would be taken out—'Come to see me,' he says. 'I can't sell a thing, but I have plenty to eat from old ham to a chicken wing."

Health Talks by Dr. Copeland

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"Acromegaly Sometimes Called 'Giantism'" Growth is determined by the activity of the ductless glands. Whether a child is destined to be a dwarf, or a giant, depends on this function.

When science shall have fathomed the mysteries of these glands, physical development may be under control. At present it is, to a considerable degree, accidental. Parents above the average in size and strength may have one child who is almost a pygmy and another who is larger than either father or mother. A little couple, both undersized, may have a son who stands well above six feet.

In another case, a boy proceeds normally in his physical growth, reaches manhood without noteworthy variation from the usual course, and then in his early thirties suddenly takes on rapid growth of some part of his body.

Bones Grow Big.

This condition, of course, is far from normal. It is called "acromegaly" and is characterized by increased size of the bones, particularly of the limbs and face.

Most giants have acromegaly. Indeed, the affection is sometimes called "giantism."

In this disease most of the changes noted take place in the bones. While the whole skeleton is enlarged, the trouble is most apparent in feet and hands. The facial bones are affected and, in some cases, the ears and nose grow to great dimensions. All the features are distorted from the overgrowth of tissue. Hats, gloves and shoes of the original size are no longer of service.

Unfortunately, the enlargement of the head may not be uniform. One side of the face may grow to great size, while the other side remains but slightly larger than it was before the attack.

The voice box may increase in size. On this account the voice changes. It may become hoarse and hoarse.

There may be no marked subjective symptoms. However, it is not unusual to have headache, irritability, failure of vision and even mental unbalance.

All nutritional diseases are apt to have complications of some sort. Acromegaly is no exception. Goitre is one of the complicating conditions. Diabetes is another.

Rarely Fatal.

In spite of all the embarrassments of the patient over his changed appearance, he may continue in good health and in his usual employment for many years. The disease itself is rarely fatal.

Unfortunately, treatment has been of little use. Operative measures, seeking to remove one of the ductless glands, have been recommended, and in a few instances have appeared to do good. Something, however, the proposed cure is worse than the disease. We must not be too ready to submit to doubtful surgical procedure.

I feel hopeful as regards many of those mysterious diseases. Able research men are working day and night, seeking to solve the problems of medicine. One by one the dark corners are being illuminated. Some day, and perhaps soon, we shall know what to do to stop the ravages of acromegaly.

It is an oddson wager that Thomas Jefferson, if he heard, smiled his approval when Dr. Van Dyke, here in blue Virginia, voiced his dissatisfaction with the modern indigo Sunday.

Chicago pastor prays for the landlords, which demonstrates that he is one who knows how to sow his seed upon ground where it is needed. And if his prayer is heard, let us hope the answer will not be localized.

Petersburg reports that Decoration Day was very quiet there, in that respect ranking it just like the other 364.

Will Answer Queries

Dr. Copeland will answer for readers of this paper questions on medical, hygienic and sanitation subjects that are of general interest. Where the subject of a letter is such that it cannot be published in this column, Dr. Copeland will, when the question is a proper one, write you personally, if a self-addressed, stamped envelope is inclosed. Address ADD INQUIRIES TO DR. R. S. COPELAND, IN RICHMOND, VA.

From the Richmond Dispatch, June 2, 1871.

TO THE EDITOR OF THE TIMES-DISPATCH:

SIR—In this morning's issue of The Times-Dispatch, it was stated, in a news item from Newport News, that sailors on strike were arrested and convicted because no explanation could be given by them why they were on the streets after 12 o'clock at night.

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News of Fifty Years Ago

From the Richmond Dispatch, June 2, 1871.

THE NEW YORK AND PENNSYLVANIA EDITORIAL

EX-CONFEDERATE

RECEIVED

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